IN THE CLAIMS:

1. (Canceled)

2. (Canceled)

3. (Previously presented) The hybrid vehicle according to claim 15, wherein the securing unit comprises at least one of the engine, an engine accessory fixed to the engine, the transmission, and a transmission accessory fixed to the transmission.

4. (Original) The hybrid vehicle according to claim 3, wherein the engine accessory is an intake pipe for introducing air to the engine.

5. (Original) The hybrid vehicle according to claim 4, wherein the high voltage wire is secured to the engine and the intake pipe.

6. (Canceled)

7. (Canceled)

8. (Previously presented) The hybrid vehicle according to claim 15, wherein the high voltage wire is secured to the securing unit at a location that is apart from an exhaust pipe of the engine.

9. (Original) The hybrid vehicle according to claim 8, wherein the exhaust pipe is disposed toward one of the lateral sides of the vehicle from the engine.

10. (Original) The hybrid vehicle according to claim 9, wherein the engine is a V-type engine that includes a pair of banks in which a plurality of cylinders are arranged in a vehicle longitudinal direction and an exhaust pipe is disposed toward

one of the lateral sides of the vehicle from the respective banks, and the high voltage wire is routed near and above the transmission.

11. (Canceled)

12. (Previously presented) The hybrid vehicle according to claim 15, wherein a securing member secures the high voltage wire to the securing unit is provided integrally with the securing unit.

13. (Currently amended) ~~The hybrid vehicle according to claim 15~~ A hybrid vehicle, comprising:

an engine which is mounted in an engine room, and serves as a driving source;

a transmission which is disposed adjacent to the engine, and incorporates at least one electric motor which serves as a driving motor;

an inverter disposed in the engine room; and

at least one high voltage wire which is routed between the engine and a passenger cabin of the hybrid vehicle, and connects the inverter and the electric motor incorporated in the transmission;

wherein a middle portion of the high voltage wire is secured to a securing unit;

wherein the inverter is connected with the electric motor by a plurality of high voltage wires, and respective high voltage wires are secured to the securing unit in a bundle;

wherein the high voltage wires are bundled together and the high voltage wires are secured to the securing unit at the position where the high voltage wires are bundled together;

wherein the high voltage wire includes a restricted portion which is secured to the securing unit whereby movement thereof is restricted, and a non-restricted portion which is not secured to the securing unit so that movement thereof is not restricted;

wherein the high voltage wire is routed such that the restricted portion thereof is positioned closer to the engine and transmission side, and the non-restricted portion thereof is positioned closer to the inverter side, the inverter being fixed to a vehicle body; and

wherein the transmission is disposed at the back of the engine with respect to a vehicle longitudinal direction,

the inverter is disposed near and above the engine, and

the electric motor is connected with the high voltage wire at an upper portion of the transmission.

14. (Original) The hybrid vehicle according to claim 13, further comprising:

an intake pipe which is positioned above the engine and below the inverter, and introduces air to the engine, wherein

the high voltage wire is secured to the engine and the intake pipe.

15. (Currently amended) A hybrid vehicle, comprising:

an engine which is mounted in an engine room, and serves as a driving source;

a transmission which is disposed adjacent to the engine, and incorporates at least one electric motor which serves as a driving motor;

an inverter disposed in the engine room; and

at least one high voltage wire which is routed between the engine and a passenger cabin of the hybrid vehicle, and connects the inverter and the electric motor incorporated in the transmission;

wherein a middle portion of the high voltage wire is secured to a securing unit;

wherein the inverter is connected with the electric motor by a plurality of high voltage wires, and respective high voltage wires are secured to the securing unit in a bundle;

wherein the high voltage wires are bundled together and the high voltage wires are secured to the securing unit at the position where the high voltage wires are bundled together;

wherein the high voltage wire includes a restricted portion which is secured to the securing unit whereby movement thereof is restricted, and a non-restricted portion which is not secured to the securing unit so that movement thereof is not restricted; ~~and~~

wherein the high voltage wire is routed such that the restricted portion thereof is positioned closer to the engine and transmission side, and the non-restricted portion thereof is positioned closer to the inverter side, the inverter being fixed to a vehicle body; and

wherein the restricted portion of the high voltage wire is not positioned at the inverter.

16. (Currently amended) A hybrid vehicle, comprising:

an engine which is mounted in an engine room, and serves as a driving source;

a transmission which is disposed adjacent to the engine, and incorporates at least one electric motor which serves as a driving motor;

an inverter disposed in the engine room; and

at least one high voltage wire which is routed between the engine and a passenger cabin of the hybrid vehicle, and connects the inverter and the electric motor incorporated in the transmission;

wherein a middle portion of the high voltage wire is secured to a securing unit;

wherein at least one of the engine, an engine accessory fixed to the engine, the transmission, and a transmission accessory fixed to the transmission acts as the securing unit;

wherein the high voltage wire includes a restricted portion which is secured to the securing unit whereby movement thereof is restricted, and a non-restricted portion which is not secured to the securing unit so that movement thereof is not restricted; ~~and~~

wherein the high voltage wire is routed such that the restricted portion thereof is positioned closer to the engine and transmission side, and the non-restricted portion thereof is positioned closer to the inverter side, the inverter being fixed to a vehicle body; and

wherein the restricted portion of the high voltage wire is not positioned at the inverter.

17. (Currently amended) A hybrid vehicle, comprising:

an engine which is mounted in an engine room, and serves as a driving source;

a transmission which is disposed adjacent to the engine, and incorporates at least one electric motor which serves as a driving motor;

an inverter disposed in the engine room; and

at least one high voltage wire which is routed between the engine and a passenger cabin of the hybrid vehicle, and connects the inverter and the electric motor incorporated in the transmission;

wherein a middle portion of the high voltage wire is secured to a securing unit;

wherein the high voltage wire includes a restricted portion which is secured to the securing unit whereby movement thereof is restricted, and a non-restricted portion which is not secured to the securing unit so that movement thereof is not restricted; ~~and~~

wherein the high voltage wire is routed such that the restricted portion thereof is positioned closer to the engine and transmission side, and the non-restricted portion thereof is positioned closer to the inverter side, the inverter being fixed to a vehicle body; and

wherein the restricted portion of the high voltage wire is not positioned at the inverter.

18. (Previously presented) The hybrid vehicle according to claim 16, wherein the engine accessory is an intake pipe for introducing air to the engine.

19. (Previously presented) The hybrid vehicle according to claim 18, wherein the high voltage wire is secured to the engine and the intake pipe.

20. (Canceled)

21. (Canceled)

22. (Previously presented) The hybrid vehicle according to claim 16 wherein the high voltage wire is secured to the securing unit at a location that is apart from an exhaust pipe of the engine.

23. (Previously presented) The hybrid vehicle according to claim 22, wherein the exhaust pipe is disposed toward one of the lateral sides of the vehicle from the engine.

24. (Previously presented) The hybrid vehicle according to claim 23, wherein the engine is a V-type engine that includes a pair of banks in which a plurality of cylinders are arranged in a vehicle longitudinal direction and an exhaust pipe is disposed toward one of the lateral sides of the vehicle from the respective banks, and the high voltage wire is routed near and above the transmission.

25. (Previously presented) The hybrid vehicle according to claim 16, wherein the inverter is connected with the electric motor by a plurality of high voltage wires, and respective high voltage wires are secured to the securing unit in a bundle.

26. (Previously presented) The hybrid vehicle according to claim 16, wherein a securing member secures the high voltage wire to the securing unit is provided integrally with the securing unit.

27. (Currently amended) ~~The hybrid vehicle according to claim 16~~ A hybrid vehicle, comprising:

an engine which is mounted in an engine room, and serves as a driving source;

a transmission which is disposed adjacent to the engine, and incorporates at least one electric motor which serves as a driving motor;

an inverter disposed in the engine room; and

at least one high voltage wire which is routed between the engine and a passenger cabin of the hybrid vehicle, and connects the inverter and the electric motor incorporated in the transmission;

wherein a middle portion of the high voltage wire is secured to a securing unit;

wherein at least one of the engine, an engine accessory fixed to the engine, the transmission, and a transmission accessory fixed to the transmission acts as the securing unit;

wherein the high voltage wire includes a restricted portion which is secured to the securing unit whereby movement thereof is restricted, and a non-restricted portion which is not secured to the securing unit so that movement thereof is not restricted;

wherein the high voltage wire is routed such that the restricted portion thereof is positioned closer to the engine and transmission side, and the non-restricted portion thereof is positioned closer to the inverter side, the inverter being fixed to a vehicle body; and

wherein the transmission is disposed at the back of the engine with respect to a vehicle longitudinal direction,

the inverter is disposed near and above the engine, and

the electric motor is connected with the high voltage wire at an upper portion of the transmission.

28. (Previously presented) The hybrid vehicle according to claim 27, further comprising:

an intake pipe which is positioned above the engine and below the inverter, and introduces air to the engine, wherein

the high voltage wire is secured to the engine and the intake pipe.

29. (Previously presented) The hybrid vehicle according to claim 17, wherein

at least one of the engine, an engine accessory fixed to the engine, the transmission, and a transmission accessory fixed to the transmission acts as the securing unit.

30. (Previously presented) The hybrid vehicle according to claim 29, wherein

the engine accessory is an intake pipe for introducing air to the engine.

31. (Previously presented) The hybrid vehicle according to claim 30, wherein

the high voltage wire is secured to the engine and the intake pipe.

32. (Previously presented) The hybrid vehicle according to claim 17, wherein

the high voltage wire is secured to the securing unit at a location that is apart from an exhaust pipe of the engine.

33. (Previously presented) The hybrid vehicle according to claim 32, wherein

the exhaust pipe is disposed toward one of the lateral sides of the vehicle from the engine.

34. (Previously presented) The hybrid vehicle according to claim 33, wherein

the engine is a V-type engine that includes a pair of banks in which a plurality of cylinders are arranged in a vehicle longitudinal direction and an exhaust pipe is disposed toward one of the lateral sides of the vehicle from the respective banks, and the high voltage wire is routed near and above the transmission.

35. (Previously presented) The hybrid vehicle according to claim 17, wherein the inverter is connected with the electric motor by a plurality of high voltage wires, and respective high voltage wires are secured to the securing unit in a bundle.

36. (Previously presented) The hybrid vehicle according to claim 17, wherein a securing member secures the high voltage wire to the securing unit is provided integrally with the securing unit.

37. (Currently amended) ~~The hybrid vehicle according to claim 17~~ A hybrid vehicle, comprising:

an engine which is mounted in an engine room, and serves as a driving source;

a transmission which is disposed adjacent to the engine, and incorporates at least one electric motor which serves as a driving motor;

an inverter disposed in the engine room; and

at least one high voltage wire which is routed between the engine and a passenger cabin of the hybrid vehicle, and connects the inverter and the electric motor incorporated in the transmission;

wherein a middle portion of the high voltage wire is secured to a securing unit;

wherein the high voltage wire includes a restricted portion which is secured to the securing unit whereby movement thereof is restricted, and a non-restricted portion which is not secured to the securing unit so that movement thereof is not restricted;

wherein the high voltage wire is routed such that the restricted portion thereof is positioned closer to the engine and transmission side, and the non-restricted portion thereof is positioned closer to the inverter side, the inverter being fixed to a vehicle body; and

wherein the transmission is disposed at the back of the engine with respect to a vehicle longitudinal direction,

the inverter is disposed near and above the engine, and

the electric motor is connected with the high voltage wire at an upper portion of the transmission.

38. (Previously presented) The hybrid vehicle according to claim 37, further comprising:

an intake pipe which is positioned above the engine and below the inverter, and introduces air to the engine, wherein

the high voltage wire is secured to the engine and the intake pipe.